

HILLSBORO NORTH ANALYSIS AREA (8A)

Hillsboro North Analysis Area		Total Acres	950
Gross Vacant Buildable Acres	767	Total Constrained Acres	183
Estimated Dwelling Unit Capacity	0	• Title 13 Significant Habitat	137
Estimated Employment Acres	625	• Public Land	0

General Description (see attached map)

The Hillsboro North Analysis Area, a portion of the larger Hillsboro North Urban Reserve, is a wedge-shaped area north of Hillsboro, between the current UGB and Highway 26 and is 950 acres in size. The analysis boundary is defined by the UGB to the south and east, Highway 26 to the north. NW Jackson School Road is the western edge up to Waible Reservoir, after which Storey Creek generally marks the western boundary. The area is served by Highway 26 at both the NW Helvetia Road/NW Shute Road and NW Jackson School Road interchanges. NW Meek Road and NW Sewell Road serve the interior of the area.

Parcelization, Building Values, Development Pattern (see attached aerial photo)

The Hillsboro North Analysis Area contains 76 tax lots, with a median size of two acres. A total of 22 parcels have an area of at least five acres, and account for three-quarters of the total analysis area. Thirteen parcels have an area less than one acre. Improvements are recorded for 57 tax lots, with a median value of \$136,370. Improvements with values over \$250,000 occur on nine lots, with a maximum value of \$509,000. Uses within the study area include a mix of agriculture and rural residential. Agricultural uses are primarily for field crops and there forested parcels along Waible Gulch. There are two blocks of smaller lots, characterized by rural residential development patterns, one at the center of the analysis area around NW Meek Road, the other in the eastern corner near Highway 26 and NW Shute Road.

One power line easement runs east-west, passing through the southwest portion of the analysis area. The south-southwest portion of the analysis area is also adjacent to the Hillsboro airport, which could restrict certain uses in the area and be a source of significantly high air traffic noise.

GOAL 14 LOCATIONAL FACTORS (METRO CODE SECTION 3.01.020)

Public Facilities and Services

Orderly and economic provision of public facilities and services

The preliminary sanitary sewer, water and transportation suitability analyses completed by the Core Four Technical Team for the urban and rural reserve study area indicated this general location had high suitability for sanitary sewer services, water services and transportation connectivity. The City of Hillsboro's Pre-Qualifying Concept Plan, completed as part of the Washington County urban and rural reserve designation process, indicates that the city has the ability and willingness to provide urban services to this area.

The following cost estimates represent preliminary estimates for the major components of the individual systems. The estimates were generated using very general assumptions about the level of large site industrial development that could occur in the analysis area. More detailed concept plans, consistent with the requirements of Metro's Urban Growth Management Functional Plan Title 11 will be necessary to develop more refined cost estimates. Attachment 5 contains the breakdown for the transportation cost estimates. A map of the proposed collector and arterial transportation network is attached to this summary.

Sanitary Sewer Services - \$6,835,000

Water Distribution Services - \$6,080,000

Storm Sewer Services – \$6,210,500

Transportation Services - \$463,670,000

ESEE Analysis

Comparative environmental, energy, economic and social consequences

Environmental

One primary stream, Waible Gulch, runs through the area in an east-west direction. At some locations along the stream, agricultural activities occur right up to the stream bank. The area also includes the Waible Reservoir, just east of Jackson School Rd at the north end of the western half of the analysis area. There are two wetland areas, one along Waible Gulch and one along the south edge of the area, for a total of 24 acres. Waible Gulch also has 57 acres of 100-year flood plain along its length. There are minimal slopes, with only 1.5 acres steeper than 25%, concentrated along the riparian corridor. The limitations on development presented by the flood plain areas, the limited amount of environmental resources within the area and the current level of agricultural activity adjacent to the stream indicate that urbanization can occur in this area with minimal additional impacts to environmental resources due to required urban level protection measures. Attachment 6

contains a breakdown of the environmental factors. Attachment 6 contains the breakdown of the environmental factors.

Energy, Economic & Social

This large analysis area is divided into 76 parcels with 29% of the parcels greater than five acres in size. Seven parcels are greater than 40 acres, the largest being 157 acres. Seventy-five percent of the parcels contain improvements. Agricultural activities dominate significant portions of the area with pockets of rural residences along NW Meek Road and NW Sewell Road. The loss of the economic impact from the significant agricultural uses in this large area may be considerable; however the potential economic impact of urbanization for industrial use on these large flat parcels will reduce or outweigh the impact of this loss. There are 33 acres of identified habitat, mainly along Waible Gulch which runs along the southern edge of the eastern section and the northern edge of the western section of the analysis area. The costs for protecting these linear resources will be small in contrast to the potential economic impact of urbanizing the larger internal locations, as their locations easily allow for preservation away from development. Urbanization will negatively impact the current residents of the rural residential pockets through the loss of the rural lifestyle. Overall this analysis area has medium economic, social and energy consequences from urbanization.

Avoidance of conflict with regionally significant fish and wildlife habitat

Approximately 98 acres of regionally significant riparian habitat are identified within the area, although a significant amount is currently impacted by agriculture activities. Most of the habitat, including an additional 39 acres of upland forest, is concentrated around Waible Gulch at the northern edge of the western half of the analysis area. The City of Hillsboro, the expected governing body for this area, has adopted habitat protection measures in compliance with Metro's Title 13 program through the Tualatin Basin Natural Resource Coordinating Committee's protection program. Based on the development limitations provided by the 100-year flood plain, the location of the regionally significant habitat at the edges of the analysis area, and the expected protection measures that will be in place prior to urbanization, this area could be urbanized with some impacts on regionally significant fish and wildlife habitat.

Agricultural/Forest Compatibility

Protection of farmland that is most important for the continuation of commercial agriculture in the region

The urban and rural reserves process designated the most important land for commercial agriculture as rural reserves and the most suitable land for urbanization as urban reserves. Designation of this area as an urban reserve means farmland within this analysis area is not the most important for the continuation of commercial agriculture in the region.

Compatibility of proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB

The UGB borders the Hillsboro North analysis area on the south and east. Resource land zoned exclusive farm use (EFU) directly borders the analysis area on the west and north, across highway 26, with the exception of a 51 acre block of non-farm land located NW Meek Road and NW 273rd Avenue (see attached resource land map). This extensive block of farm land extends for miles to the north and west beyond the city of North Plains and is intensely farmed for numerous agricultural products. There is a 122 acre island of non-farm land west of the analysis area centered on NW Glencoe Road and NW Evergreen Road. Waible Gulch flows west through the analysis area draining into Waible Reservoir, before continuing west as Waible Creek. Storey Creek flows south near the middle portion of the analysis area into Waible Reservoir. Waible Reservoir and Storey Creek, in combination with the rural residences near Storey Creek provide a buffer for the farm land to the northwest of the analysis area. Highway 26 provides a buffer for the farm land that is located on the north side of the Highway 26. NW Jackson School Road provides a western edge to the analysis area; however the road itself would not make the proposed urban uses compatible with the adjacent agricultural activities occurring on farm land south of Waible Creek. In addition, increased traffic along NW Jackson School Road due to new urban uses within the analysis area may impact agricultural activities on these resource lands to the west. The proposed urban uses would be compatible with agricultural activities in the areas where the highway or the stream corridors provide buffers. In the two areas where there are no identifiable edges or buffers between the analysis area and the nearby agricultural activities, the proposed urban uses would not be compatible with the agricultural activities that occur on farm land outside the UGB. However mitigation measures could reduce conflicts between urban uses inside the UGB and resource uses outside the UGB.

Clear transition between urban and rural lands, using natural and built features to mark the transition

There are both natural (Waible Gulch and Reservoir) and built (Highway 26) features that mark a clear transition between urban and rural lands, for a large portion of the analysis area. Even assuming NW Jackson School Road develops as an arterial roadway in the future, the road itself will not provide a clear transition area between future urban and rural uses for the land to the west. Additional buffers will need to be incorporated into the planning of the urban reserve analysis areas near NW Jackson School Road to provide a clear transition from urban to rural uses. The rural lands west of NW Jackson School Road are part of the larger Hillsboro North urban reserve area and may be included in the UGB in the future. Thus, any buffers that are incorporated into the planning study for the analysis area should consider the potential for making urban form connections in this location in the future.

2040 Growth Concept

Contribution to the purposes of Centers

The Hillsboro North analysis area is located near the Hillsboro Regional Center and the Orenco Town Center. The Hillsboro Regional Center is 144 acres, serves all of western Washington County along with many rural areas outside of the urban growth boundary, and is the western terminus of the MAX Blue Line. It is linked to the analysis area by NE Jackson School Road/NE 5th Avenue (2 miles) and via TriMet's route 46. The Orenco Town Center is 174 acres, and primarily serves the surrounding transit-oriented development. Access to the analysis area is via NW Shute Rd (2.3 miles) and does not currently have Tri-Met transit service.

The City of Hillsboro, through the 2020 Vision and other initiatives, has identified the historic downtown as the heart of the Hillsboro community, serving as the primary civic and commercial center of the surrounding area. Despite recent investments in infrastructure, transit and civic resources, many parts of the center have been inactive and stagnant. The City recently completed a Downtown Urban Renewal Plan, indicating a commitment to increased development and revitalization of this important regional center, with higher density mixed use and a thriving unique character. Metro's State of the Centers Report, January 2009, indicates that currently the center has a much higher than average jobs to housing ratio, as well as a high number of people per acre, although it still maintains a small city feel through an active main street and grid street network. The Hillsboro Regional Center is considered a transit-oriented static market that may require catalyzing development opportunities, based on research completed by Metro's Development Center for the TOD Strategic Plan.

The Orenco Town Center is much more residential in character than the Hillsboro Regional Center. According to the State of the Centers report, it has low jobs to housing ratio, but a much higher than average number of dwelling units per acre. The center was built as a transit-oriented development surrounding Orenco Station, and has some mixed use residential and commercial. The Orenco Town Center is considered an emerging transit center that may be ripe for increased investment and development, based on research completed by Metro's Development Center for the TOD Strategic Plan.

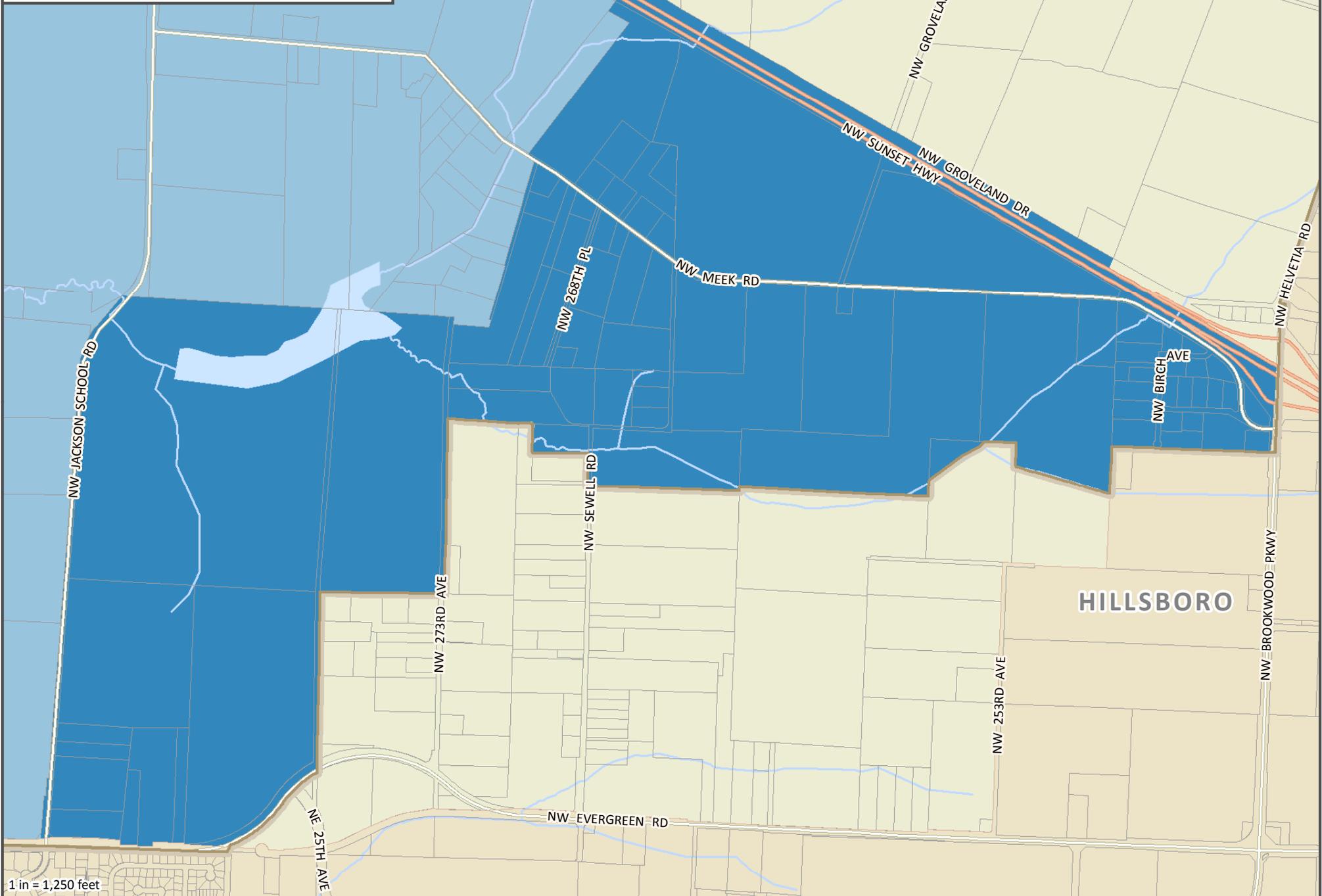
The Hillsboro North analysis area is being evaluated for large-site industrial use, consistent with the city's vision for the area. Urbanization of the Hillsboro North analysis area will not contribute to the vision and purpose of either the Hillsboro Regional Center or the Orenco Town Center. The distance of the analysis area from both centers reduces any impact that large-site industrial development might have, especially for enticing new housing opportunities to the Hillsboro Regional Center as there is other underutilized land located between the two areas. Even though the employment uses identified for the analysis area are not in direct conflict with the types of employment needs that the Orenco Town Center may need to help balance jobs to housing, the presence of a large site industrial user will not directly entice new employment opportunities in a town center over 2 miles away.



Metro | People places. Open spaces.

Urban Growth Boundary Alternatives Analysis

Hillsboro North - 8A Urban



1 in = 1,250 feet



Metro | People places. Open spaces.

Urban Growth Boundary Alternatives Analysis

Hillsboro North - 8A Urban



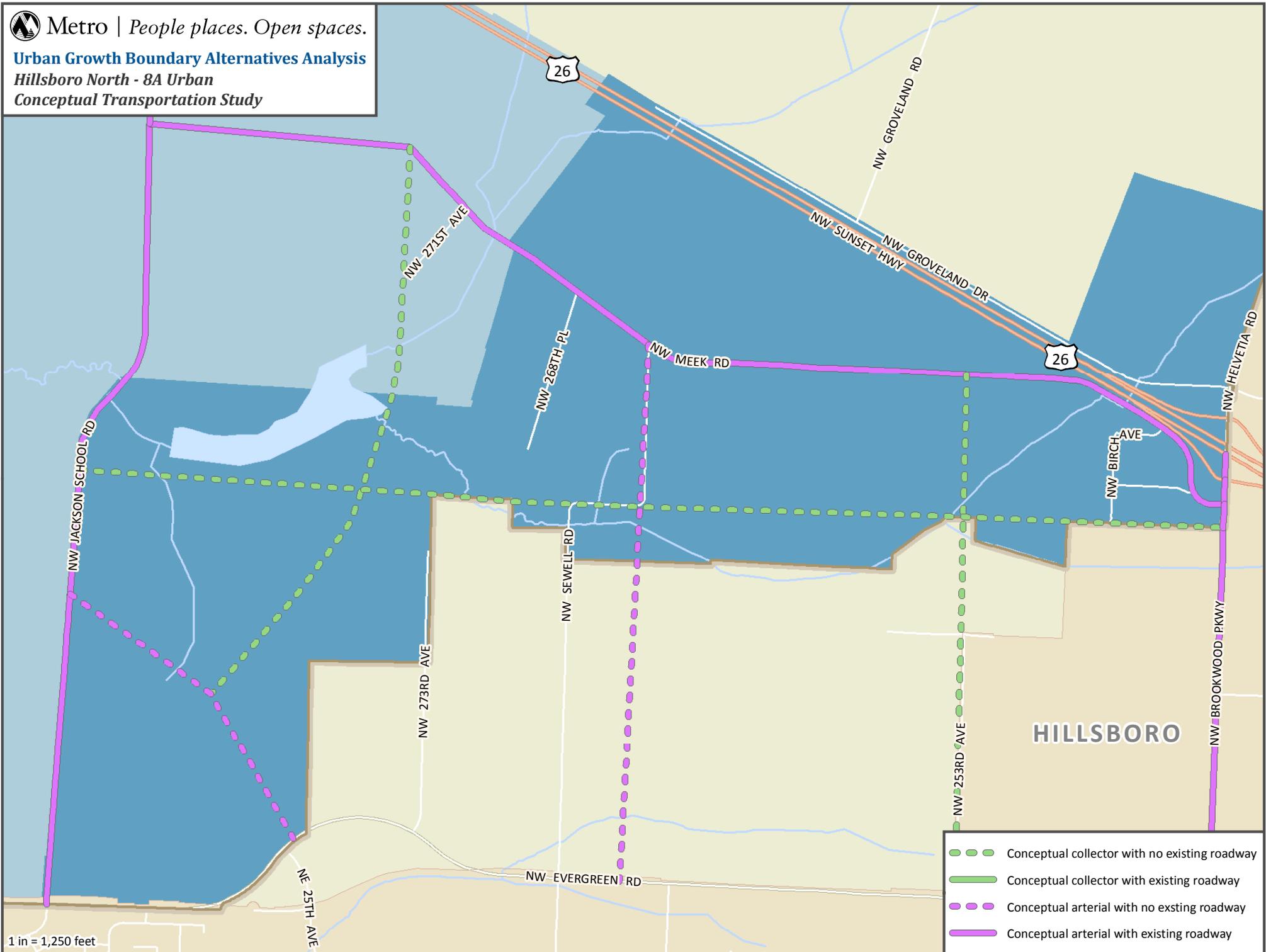
1 in = 1,250 feet

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.



Metro | People places. Open spaces.

Urban Growth Boundary Alternatives Analysis
Hillsboro North - 8A Urban
Conceptual Transportation Study



1 in = 1,250 feet

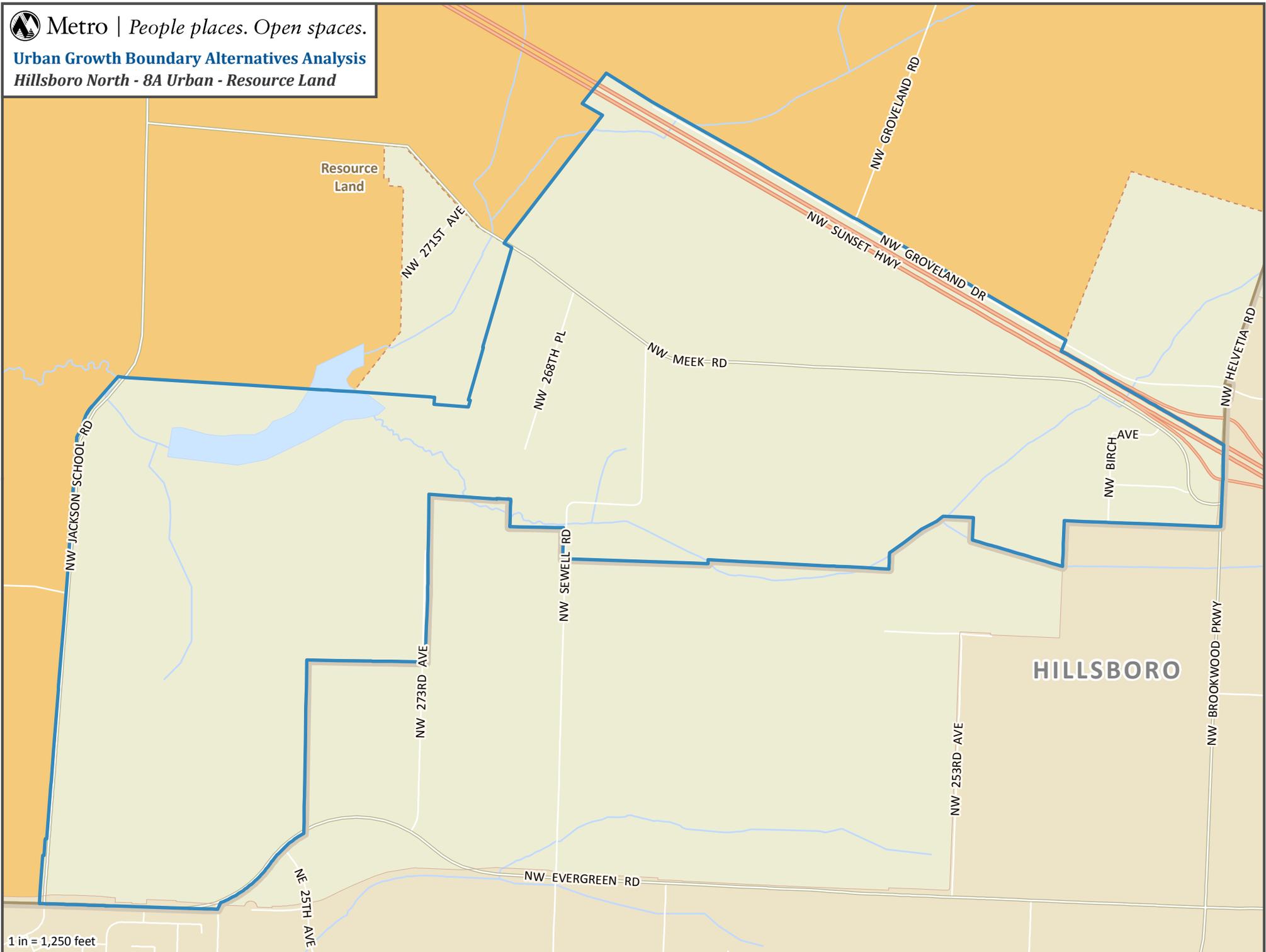
-  Conceptual collector with no existing roadway
-  Conceptual collector with existing roadway
-  Conceptual arterial with no existing roadway
-  Conceptual arterial with existing roadway

The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product.



Metro | People places. Open spaces.

Urban Growth Boundary Alternatives Analysis
Hillsboro North - 8A Urban - Resource Land



1 in = 1,250 feet